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Is the Oriental salution, knowing that good health cannot exist without a healthy Liver. When the Liver is torpid the Bowels are sluggish and constipated, the food lies in the stomach undigested, poisoning the blood; frequent headache ensues; a feeling of lassitude, despondency and nervousness indicate how the whole system is deranged. Simmons Liver Regulator has been the means of restoring more people to health and happiness by giving them a healthy Liver than any agency known on earth. It acts with extraordinary power and efficacy.

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Railroad Time Card.

June 20th, 1887.

WEST BOUND.

Lv Pittsburgh	pm *2 40	p m *7 30	a m *6 00	a m †7 00	
Wheeling	8 15	10 15	8 50	p m 1 25	p m *2 20
Bellaire	8 57	10 53	9 32	2 05	3 01
Zanesville	11 09	a m 1 32	p m 12 03	5 20	5 39
Newark	a m 2 30	2 30	1 19	6 30	†6 30
Ar. Columbus	3 30	*3 30	2 10	7 40	7 4
Ar. Cincinnati	7 30	7 30	5 45		
Louisville	p m 12 35	p m 12 35	11 30		
St. Louis	6 40	6 40	a m 6 50		

Lv. Columbus	10 a		†11	†7 00	m	p m †4 45
Mansfield	1 38	a m †5 55	20	10 15	pm *12 15	*8 19
Ar. Sandusky		8 00	6 25			
Lv. Tiffin	3 07	8 00	6 40	1 07		9 49
Fostoria	3 25	8 26	7 30	1 47		1 13
Defiance	4 40	10 07	9 41	3 23		1 44
Auburn Jc	5 35	11 28	11 07			
Ar. Chicago	9 50	p m 5 35	a m 5 30			a m 6. 00

Accomodation leaves Zanesville at 6 30 a. m., daily, except Sunday, and arrives at Columbus at 8 35 a. m., Cincinnati 12 40 p. m.

Accomodation train leaves Wheeling at 7 50 a. m, ally. Arrives at Zanesville at 11 45 a. m.

EAST BOUND.

Lv. Chicago	p m †3 20	a m †8 10	p m *11 40	a m	
Auburn Jc	7 35	p m 1 48	a m 4 37		
Defiance	8 32	3 05	5 50	11 33	
Fostoria	9 50	5 20	7 33	p m 1 32	
Tiffin	10 10	5 57	8 03	1 58	1 18
Sandusky		6 25	7 40	2 00	
Ar. Mansfield	11 38	9 05	10 15	3 58	

Lv. Cincinnati		*7 15	7 30			
Columbus	p m 10 55	10 55	11 20			
Lv. Newark	a m 1 30	a m 12 10	p m 12 55	a m †5 00		a m 4 55
Zanesville	2 13	1 00	1 58	5 54		5 40
Bellaire	4 25	3 25	5 05	9 00		8 10
Wheeling	7 10	4 00	6 00	p m 12 45		p m 12 45
Ar. Pittsburgh	10 p	6 35 p m	8 40 a m	4 00		4 00
Washington	4 20	4 20	6 20			
Baltimore	5 20	5 20	7 30 m			
Ar. Philadelphia	8 45	8 45	12 00			

Trains run daily. †Daily except Sunday.

Accomodation leaves Columbus at 4 55 p. m., daily, except Sunday. Arrives at Zanesville at 7 05 p. m.

Accomodation leaves Sandusky at 2 00 p. m., daily, except Sunday, and arrives at Columbus 7 40 p. m.

Accomodation train leaves Walkerton at 7 00 a. m., daily, except Sunday. Arrives at Chicago June., 2 50 p. m., Sandusky, 6 25; Mansfield, 3 58; Columbus, 7 40, and Zanesville, 7 05.

Accomodation train leaves Zanesville at 1 00 p. m. Arrives at Wheeling, 6 00 p. m.

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W. E. REPPERT, Div. Pass Agent, COLUMBUS, OHI.

Pittsburg & Lake Erie R. R.

On and after Nov. 6th, 1887, trains will run as follows; Central Time.

WESTWARD.

Lv Pittsburgh	5.30 a m	*1 10 p m
" Newcastle	7.20 "	2 45 "
" Youngstown	8.20 "	3.45 "
Ar Ashland	12 04 p m	9.12 "
" Mansfield	12.35 "	9.49 "

EASTWARD.

Lv Mansfield	*6.13 a m	*1.33 p m
" Ashland	6.44 "	2.05 "
" Youngstown	10.50 "	5.45 "
Ar Newcastle	11.45 "	6.37 "
" Pittsburgh	1.35 p m	8.05 "

*Daily

A. D. SMITH, Gen. Pas. Agt.

E. HOLBROOK, General Superintendent.

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The Fisheries Question.

The Fisheries question has been agitating the minds of both the English and American people for more than seventy years, and will continue to be source of irritation until a solution can be reached which will prove satisfactory, not only to the legislature, but to the bold seamen who resort to fishing as a means of sustenance.

Treaties have been made but they have merely postponed the difficulty and not settled it. At different times the two great nations have nearly been brought into a collision by the often threatening violence of the fisherman. Where had the question been settled at first, instead of there being a continual strife the two nations might be at peace.

The treaty that followed the war of the Revolution gave the colonists free rights of the Canadian and New Foundland fisheries, and for the space of thirty-one years our country enjoyed unmolested rights in that enterprise. But at the close of the war of 1812 Great Britian claimed that all existing treaties were void and that our fishing rights had expired. This the U. S. regarded as not only unjust but positively refused to grant.

The war which had just closed had proved beyond a doubt the superiority of our navy, and it was plainly demonstrated to the whole world that we were able to defend our country against the invasion of any foreign foe. We had gained the respect of the civilized world by our brilliant achievements both upon land and upon sea, and now to make such a humiliating concession to the very power which had been over-come was regarded preposterous by the American diplomatists.

Our armies and navy had compelled the boasted mistress of the world to sue for peace and now rather than make such a concession the war should be continued. So thought our Secretary of state, John Quincy Adams, and so thought our government.

"Yet on the 20th of October, 1818, a treaty was signed at London containing as its first provision an absolute surrender of some of our most valuable rights in the fisheries. The negotiation was conducted by Albert Gollotin and Richard Rush, men of established reputation for diplomatic ability and patriotic zeal."

By the treaty of 1782 the U. S. had the privilege of fishing upon all the banks of New Foundland and in the St. Lawrence, along Nova Scotia and Magdalene islands. But the treaty following the war of 1812 established the three mile limit within which our fisherman dared not enter. The great difficulty now was to determine the exact location of this the three mile limit. And whenever by mistake or otherwise an American vessel was found within that line, British and Canadian men of war were there ready to sieze them. This mode of procedure continued to exasperate both nations so much that an appeal to the arbitrament of arms seemed to be the only alternative But it was finally agreed to attempt a negotiation of a new treaty which resulted in the treaty of 1854. It was to be hoped that by this arrangement the matter in dispute would be forever settled to the satisfaction of both parties. But it gave Canada free rights to our markets, and at the same time compelled the U. S. to pay a heavy duty in all goods exported to Canada. This treaty proved very profitable to the Canadian Government.

The fisheries question had been skillfully used by England to make an entirely one-sided commutial arrangement.

"There was scarcely a product on the list which could be exported to Canada without great loss, while the great market of the U. S. was thrown open to Canada without tax or charge for nearly everything she could produce, all her raw materials were admitted free, while our manufacturers were charged with a heavy duty, the market being reserved for English merchants." Yet for twelve years every thing seemed to pass off quietly when the question was again brought up by the termination of this treaty in 1866. And it was not until the meeting of the Joint High Commission, which settled the Alabama and other claims of the U. S. against Great Britain, that a settlement was again made after a prolonged discussion. This treaty of the Joint High Commission terminated about a year ago, and since then many American vessels have been seized by English and Canadian men of war. We cannot regard the matter as settled yet, though the President has the right to suspend all commercial relations with Canada.

Under the present relations of the two countries some measures must be taken that will settle the trouble or the two nations will come into a bloody combat and in order to prevent further trouble and save our fisheries, to save disputes about the boundary line of Alaska and promote the general welfare of the United States, the admission of Canada to the union would probably prove the most satisfactory.

Were the United States and England to go into war, England would have Canada as a depot for supplies she would land in the Canadian ports and our money would be of no avail. Forts could be erected along the great lakes and navigation prevented.

And again, since we have no marine commerce, should we surrender our fisheries, we would lose our most important school of training for our seamen.

In the war of 1812 the U. S. had equal advantage with Great Britain, because she had a navy controlled by trained seamen and she was victorious in a great many naval battles.

The U. S. purchased Alaska because of her being a great fur producing country, and she did well in doing so, for since the purchase, gold has been discovered in those districts which will prove to be a great financial benefit to the U. S. Canada is equally rich in furs and precious metals. The country around Lake Superior abounds in copper, and the north western part is rich with gold. England is aware of this fact, and her statesmen are discussing the benefits of uniting Canada with Great Britain into one great empire.

When the Great Revolution closed, the U. S. consisted of thirteen states. But she kept reaching out farther and farther, gathering more territory, and growing in prosperity as she extended her borders, until now she numbers thirty-eight states, and is the most prosperous nation on the face of the earth. Still the territory might be extended, her prosperity increased, and her general welfare promoted by the annexation of the rich country which lies on the north and abounds in so many necessaries for a self-supporting nation.

But the question arises, how would we govern her if we had her? We would not admit her to the U. S. and govern her as some govern her provinces by sending a military governor to rule over her, to collect her taxes and administer the government. Should we undertake that, trouble would begin which would likely result in war. For the same reason that the colonists rebelled against England, Canada would rebel against the U. S.

But should Canada be admitted to the Union she would be governed the same way as any other state. She would be represented in our Congress. She would help to make her own laws and be satisfied, and the two countries of North America would be united into one and the "stars and stripes" would float over the country from the Arctic to the Gulf, and from the Atlantic to the Pacific in peace, strength and prosperity.

F. O. SWITZER.

Washington Letter.

(*From our Regular Correspondent.*)

Washington, Nov. 19, 1887.

One thing highly creditable to Mr. Cleveland's Administration, is the efficient and economical management of the postal business of the country—in fact, there is a fair prospect that this branch of the public service may be made self-sustaining for the first time in its history; indeed, there is a promise that it may be made a source of Government revenue. This state of affairs is really as surprising as it is gratifying, when it is remembered that for a number of years past the annual deficits of this department have ranged from eight to fifteen million dollars. For the year ending June 30, 1886, the deficiency was $6,900,000, but that of last year was only about $400,000; for the past fiscal year the same reduction has been going on, so that it is probable that on June 30, 1887, the deficiency was not over one million dollars. It is estimated that before the close of the present year the postal business will be a profit to the Government. This great Federal Department, which comes nearer than any other to the people, is an interesting topic at all times—particularly so now, when there appears to be a strong probability that at no distant day we shall have one-cent letter postage. Few realize the magnitude of the United States mail service. The free transportations of the business mail of $60,000 office holders throughout the country costs the vast sum of two million dollars; the newspaper mails, which constitute one third of the matter carried, bring but one fortieth of the revenue of the service. The United States have more postmasters, postal employes, and postal routes than any other country in the world, which is the very best indication of our substantial progress and prosperity, and the cultivation of the social graces that is characteristic of the Americans.

For the past year and a half, pennies seem to have become popular, especially in the West—in the East they have been so from time immemorial—as the only United States mint that makes small coins, that in Philadelphia, has been unable to supply the growing demand, though the dies have been, and are yet, running night and day, having, during the period in question, filled orders for one and five cent pieces, amounting to more than a million dollars, and yet the mint is $200,000 behind the orders. If no more demands should be made, it would take the mint six weeks constant work to fill the orders now on file.

A late decision of the United States Supreme Court in what is known as the drive-well cases, will be hailed with great satisfaction by the three million farmers of the country, whose financial interests were affected thereby. The inventor claimed a royalty of ten dollars each of these bored wells, but the Court refused to grant it—thus, this important decision is worth just thirty millions to the farmers of the United States. The State Granges of Iowa and Minnesota voted to raise $25,000 to fight the patent,—an expense they could well afford in view of the immense amount at stake.

Speaker Carlisle has early arrived in the Capital, for the purpose of conferring with the President and the Secretary of the Treasury, in reference to the tariff measure which, it is understood, was outlined in the secluded shades of Oak View last summer. It is reported that Mr. Carlisle is to be unanimously re-elected Speaker by his party, and that the whole influence of the Administration will be exerted in favor of a reduction of the tariff. The President feels encouraged and strengthened in this policy by the result of the late election in New York State, where a reform of the tariff was made a distinct issue in the Democratic platform.

The angry controversy between Secretary Lamar and Commissioner Sparks over the Omaha railroad land grant, has furnished the gossips and newsmongers of this city a rare morsel for the past week. After all, the only question at issue is that of subordination—whether the Interior Department shall have one or two heads. The action of Secretary Lamar seems to be generally approved. Of course the only outcome of the affair was the resignation of the Commissioner, which has been tendered to the President and accepted by him. Many think that Assistant Commissioner Stockslager will be the successor of his late chief.

Consumption Surely Cured.

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Please inform your readers that I have a positive remedy for the abeve named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and P. O. address.

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Time Table.

TRAINS WEST.

STATIONS.	No. 3.	No. 5.	No. 1.	No. 33.
Chicago Lv				6 00a m
Englewood				6 15a m
Hammond				6 40a m
Crown Point				7 55a m
Kouts				9 40a m
No. Judson				10 06a m
Rochester				11 40a m
Marshland				12 40p m
Hollvar				3 44p m
Akron				4 48a m
New Madison				
Hunt'g'n Ar				
Hunt'g'n Lv	4 25a m	5 05p m	12 15p m	6 30p m
Kingsland	4 30a m	5 10p m	12 30p m	4 45a m
Decatur				
Enterprise				
Spencerville				
Lima	†1 44am	4 18p m	10 34a m	
Preston	3 35a m		11 30a m	
Kenton				
Marion Lv	2 18 am	3 12p m	9 40a m	
	12 55 am	1 53p m	8 44a m	6 15a m
	1 35 am	2 30p m	9 06a m	7 55a m
Bucyrus	5 42a m	6 17p m	1 08p m	12 40p m
Galion			1 57p m	3 44p m
Crestline			2 01p m	4 48a m
Mansfield			3 04p m	
Rochester			4 16p m	
Marshland			4 57p m	
No. Judson			5 20p m	
Rocky Fork			6 00p m	
Chicago Ar	7 31a m	8 30p m		
Englewood	8 00a m	9 00p m		
Hammond	8 30a m	9 30p m		
Crown Point	9 00a m	9 30p m		

TRAINS EASTWARD.

STATIONS.	No. 8.	No. 12	No. 10	No. 30
Chicago Lv	4 00p m	7 45p m	2 45a m	4 35a m
Englewood	4 25p m	8 15p m	3 15a m	4 55a m
Hammond	4 57p m	8 45p m	3 45a m	5 25a m
Crown Point		9 14p m	4 03a m	5 53a m
Kouts		9 40p m	4 30a m	6 20a m
No. Judson		10 06p m	4 56a m	6 46a m
Rochester		11 40p m	6 30a m	8 20a m
Marshland		12 40a m	7 30a m	9 20a m
Hollvar		3 44a m	10 30a m	12 20p m
Akron		4 48a m	11 35a m	1 25p m
New Madison				
Hunt'g'n Ar	8 15p m	12 45a m	12 15p m	2 05p m
Hunt'g'n Lv	8 25p m	12 56a m	12 30p m	2 15p m
Kingsland		1 13a m	12 46p m	2 30p m
Decatur		1 41a m	1 02p m	2 46p m
Enterprise		2 14a m	1 35p m	3 18p m
Spencerville		3 53a m	2 45p m	4 05p m
Lima			4 05p m	5 30p m
Preston			4 34p m	5 55p m
Kenton			5 03p m	6 23p m
Marion Lv	10 23p m	4 45a m	6 00p m	7 40p m
New York Ar	11 05p m	4 00a m	7 45p m	8 15a m
Boston	11 50p m	4 45a m	8 15a m	8 45a m
	6 00a m	8 15a m	3 10p m	4 40p m

†Trains marked thus; †, stop on signal.

B. THOMAS, Gen. Sup't.

F. C. DONALD, Gen. Pass. Agt.

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